

TOPIC Cottbus Airfield

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 1 May to 8 June 1953

DATE OBTAINED DATE PREPARED 10 July 1953

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. &amp; TYPE) 1 - one sketch on ditto

REMARKS

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SOURCE

1. The following air activity was observed at Cottbus airfield from 4 through 22 May 1953:
  - 4 May. Local flying by Yak-18s was observed.
  - 5 May. Aerobatics were made by Yak-18s and Yak-11s. In the afternoon, MiG-15s practiced take-offs and landings.
  - 6 May. About 2 p.m. six take-offs and landings by MiG-15s were observed within 10 minutes.
  - 7 May. There was light air activity by MiG-15s.
  - 8 May. There was more air activity than on 7 May.
  - 9 May. MiG-15s were seen flying in elements of two.
  - 11 and 13 May. Yak-11s and MiG-15s practiced take-offs and landings.
  - 14, 15, 20 to 22 May. MiG-15s practiced flying. On 22 May, dives by MiG-15s were observed from a distance.<sup>1</sup>
2. On 1 May, there was a review in Cottbus in which three large march columns participated with a total of 1,350 VPL soldiers and about 20 male and female parachutists from the "Gesellschaft fuer Sport und Technik". One training glider, a cutter, 70 motorcycles and semitrailer truck were also observed. 25X1
3. Between 20 May and 5 June, the following air activity and aircraft were observed at the field:
  - 20 May. About 6:30 p.m., two parachute jumps were made over the field.
  - 23 May. Eighty-six to 88 MiG-15s were parked in rows before the hangars and 15 to 20 Yak-11s and 2 Li-2s were observed at the field. A total of 200 aircraft crates, part of them with dismantled sidewalls, were seen. About 3 p.m., U-MiG-15s continuously made local flights.
  - 20 May to 5 June. Night flying by Li-2s was repeatedly observed.
  - 2 June. About 11 a.m., U-MiG-15s made local flights.<sup>1</sup>

The rudders on all U-MiG-15s observed at the field were painted red and their wings were marked by a red stripe. Source made a sketch of these markings.<sup>2</sup>
4. Between 20 May and 3 June, the following rail fuel shipments were observed arriving at the field:
  - 24 May. Seven tank cars from Leipzig-Plagwitz-3 with a capacity of 300 hl each,

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2 with 290 hl each, 1 with 490 hl and 1 with 180 hl.

27 May. Three tank cars from Frankfurt/Oder-border 1 with a capacity of 490 hl, 1 with 300 hl and 1 with 286 hl.

3 June. Eight tank cars from Frankfurt/Oder-border 3 with a capacity of 490 hl each, 2 with 265 hl each, 1 with 300 hl, 1 with 290 hl, and 1 with 150 hl.

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5. Between 22 and 30 May, the following air activity and aircraft were observed at the field:

22 May. Between 4 p.m. and 5 p.m., local flying was practiced by swept-back jet fighters. The weather was dull and there was a low ceiling. Two U-MiG-15s were standing at the western end of the runway. Nearby 2 radio trucks, 2 trucks, 1 jeep, 1 ambulance and a starter carriage were observed. Plane [ ] took off to the east, got out of view and landed again after 20 minutes. Subsequently plane [ ] took off and landed again after 6 minutes, taxied back to the western end of the runway and took off again. After the third landing the plane was refueled and the pilot exchanged. Subsequently the plane took off for a 20-minute flight. Seventy swept-back jet fighters, most of them covered with tarpaulins, and 1 Li-2 were parked in front of the hangars. Two jet planes which were not alternately started and stopped their engines.

23 May. Intensive flying with jet planes and conventional aircraft was observed. There was a high cloud base.

24 and 25 May. There was no air activity in the morning.

26 May. At 9:30 a.m., two conventional trainers with blue propeller hubs landed at short intervals. At this time 2 U-MiG-15s [ ] with red painted rudders and upper parts of their rudder assemblies were parked at the western end of the runway. The two planes conducted the same air activity as on 22 May.

27 May. Between noon and 1 p.m., U-MiG-15s [ ] practiced flying. The latter plane had a white rudder assembly, while the rudder assemblies of the other planes were painted red.

28 May. U-MiG-15s practiced flying. The weather was overcast and there was light rain.

29 and 30 May. No air activity was observed between noon and 12:30 p.m. The weather was dull and there was a low cloud base.

6. According to an acquaintance of source, 2 parachute jumps were made over the field on 20 May.

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7. [ ]

8. Between 1:30 p.m. and 5:20 p.m. on 8 June, take-offs and landings by 6 MiG-15 of U-MiG-15 planes [ ] with red stripes on their tail units and wings were observed.<sup>2</sup> About 60 MiG-15s were parked in the open. Trucks [ ] and sedans [ ] were identified near the field.<sup>3</sup>

1. [ ] Comment. The present report confirms part of the information transmitted [ ]. Air activity of U-MiG-15s with pilots of the VPL appears to be intensive and under the supervision of Soviet instructors. [ ]

[ ] It appears that U-MiG-15s which had previously been sta-

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
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tioned in East Germany at various airfields were moved to Cottbus for initial flight training of VPL pilots, and that most of the new MiG-15s shipped from the USSR are not yet used in air activity.

25X1A2.  Comment. For sketch of markings on the U-MiG-15s in Cottbus see Annex.

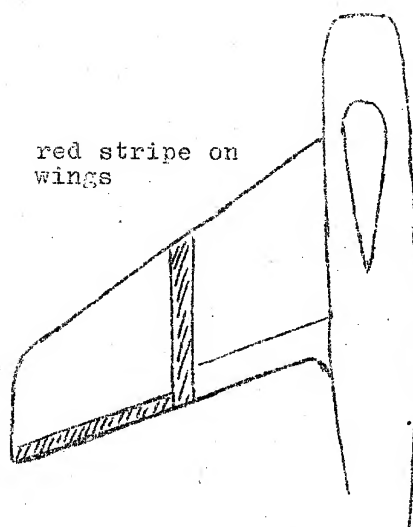
25X1A3.  Comment. The decrease in the number of MiG-15s observed in early June probably results from the transfer of MiG-15s to Bautzen, where about 15 MiG-15s were observed on 4 June 1953.

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SECURITY INFORMATION

Marking on U-MiG-15s at Cottbus Airfield



red stripe on  
wings

red aileron

Note. The U-MiG-15s of the VPL unit in Cottbus are marked by a red stripe on the upper and bottom sides of their wings and red ailerons, rudder assemblies and elevator assemblies.

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